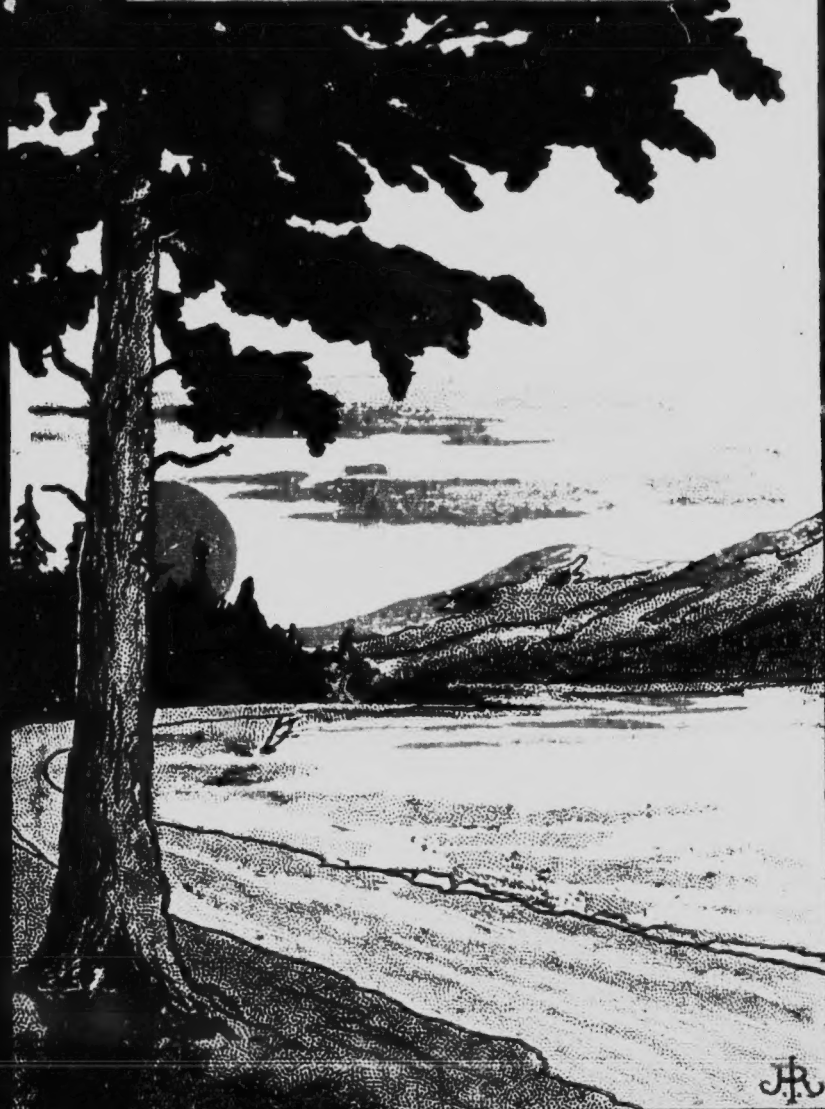


SEEING VANCOUVER



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B.C. ELECTRIC OBSERVATION CAR—THREE TRIPS DAILY



CAR LEAVES GRANVILLE AND ROBSON STREET at 9.30 a.m., 2 and 4.15 p.m. During height of tourist travel car makes evening run leaving at 7.30. The route covered by the car includes the principal features of the City, which are explained by a guide as the various points of interest are passed. **TWO HOUR TRIP. FARE 50 CENTS. THE BEST WAY TO "SEE VANCOUVER".**

VANCOUVER—TO-DAY

730-700

TWENTY-FIVE YEARS only have sped since Vancouver's population, including all hands and the cook, counted one thousand persons. In 1887 the first train came in from the East. Then Vancouver crawled a little and grew—slowly.

AN institution is but the lengthened shadow of a man. The lengthened shadows of many men make a city. Vancouver has the men. There was a time when she had only one man, and to him full credit should be given. Every Canadian town has had its first white settler. Vancouver's was John Morton, lately deceased. He was the first settler. He inhabited a log shack near the waterfront where a big trading company sells tea today. The land he owned on Burrard Inlet is now worth in spots four thousand dollars per front foot. John Morton owned the land on which the business district of Vancouver now stands before the real estate agent's blueprint was invented and before the word "boost" was added to the English language. The East line of Stanley Park was the west boundary of his land, its north boundary was the Inlet; Burrard street was the East boundary, only Burrard street was a mocassin trail then. The South boundary of his little farm was English Bay and False Creek. The Morton estate owns some of this land yet—a few feet of it. John Morton often referred to the pioneer settlement on the Inlet called Navvy Jack's, also called Gassy Jack's, also called Gastown, also called Granville, a mean little village of two dozen rickety shacks slouching among the stumps in a little clearing. This was Vancouver's beginning. It was not so very long ago. Morton came in 1862; only half a century has elapsed since then.

ANTHONY

Vancouver is a modern metropolis. It is modern because it is new and has been built as men build cities today. It has no traditions except the tradition of success. It has only one dominating perspective—success.

Vancouver is draining from the world two thousand people every month. On ground where five years ago the trees were uncut there are now stores and houses; where there were two-storey buildings there are now structures eight or nine storeys high. The cities of Canada have broken all records with their constructive steel orders for 1911. This city alone has ordered thirty-five thousand beams of structural steel. Comparison of the months of 1911 with those of 1910 show in building expenditure a tremendous increase in nearly every instance, and in some months the figures are doubled.

IN everything potential for a city's greatness this infant, crotched in the hills, is wealthied like the fabled cities of the East. Ships lie banked along the wharves, each emptying its commerce and swallowing a load for burden to world-scattered ports. No seaport in America has such a wonderful harbor. The possession of the harbor alone would make Vancouver a city thrilling with trade. Railways girt the city in steel. Vancouver is a divisional point on the world's greatest equator of traffic.

May 21, 1963

PROFITS FROM BUNGALOW-BUILDING



BUNGALOW FINANCE & BUILDING CO.

LIMITED

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GROUND FLOOR, 416 HOWE STREET

VANCOUVER, B.C.

VERY LIMITED NUMBER OF SHARES (\$100.00 each
par value) open for immediate subscription.

In the year 1910 the building inspector issued permits which totalled thirteen million one hundred and fifty thousand three hundred and sixty-five dollars. The year of 1911 reached seventeen million six hundred and fifty-two thousand six hundred and forty-two dollars—an average of nearly a million and a half a month.

There is practically no department of the city's life which is not leaping ahead. In January, 1908, there were four thousand nine hundred and sixty telephones in Vancouver. January, 1909, found eight thousand one hundred and thirty-one telephones; January, 1911, found eleven thousand telephones, and in January, 1912, there were in use sixteen thousand one hundred and sixty telephones.

Vancouver is the commercial, financial and industrial centre of the Province. The Provincial Government estimated the 1909 production of industry of the Province to amount to eighty-two million five hundred thousand dollars. Of this total, about seventy-five per cent. is credited to the lower mainland, of which Vancouver is the centre.

Vancouver has close at hand a water supply which is capable of producing over one hundred thousand horse-power. Thirty thousand is available now, and works are under construction which will develop an equal amount. When measured in horse-power, the amount of water power available within a radius of one hundred miles of Vancouver mounts into figures that express inadequately the full significance of its presence. Within one hundred miles of Vancouver there are ten great water powers, each capable of generating twenty thousand horse-power.

Financially, Vancouver is sound. There are fifty-two banks. Bank clearings for 1911 were well over the five hundred million mark—(\$543,484,354).

As yet it is a roughed-in city, with spots finished here and there. Soon it will be impossible to find any trace of board roads, stump-pocked lots lying next to big modern houses. Greater Vancouver is being made. There is a league in the city with the battle whoop, "A Million of People in Ten Years." That is the spirit permeating British Columbia.

SOME IMPORTANT BUILDINGS

Court House—Georgia, Robson, Hornby and Howe streets.

City Hall—Main street (formerly Westminster avenue), between Hastings and Pender streets.

Carnegie Library—Corner Hastings and Main streets. Contains free museum; museum hours, 10 a.m. to 12 m. and 2 to 5 p.m., except Sunday.

Y. M. C. A.—Corner Dunsmuir and Cambie streets.

Y. W. C. A.—Corner Burrard and Dunsmuir streets.

Dominion Assay Building (old Postoffice)—Corner Pender and Granville streets.

Vancouver Athletic Club—Corner Beatty and Dunsmuir streets.

Telephone Building (main office)—555 Seymour street.

Armory Hall—Cambie and Dunsmuir streets.

Horse Show Building—Georgia and Gilmfords streets.

Public Market—Main street bridge.

Exhibition Buildings—Hastings Townsite.

CORRESPONDENCE INVITED

FIRST MORTGAGES in Vancouver,
North Vancouver, Victoria, 6 %
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DISCOUNTING of Approved Agree-
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FARM LANDS on Vancouver Island,
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MOUNTAINS

Vancouver is favored with mountain scenery and with other delights attaching to the proximity of mountains in a degree enjoyed by few (if any) other cities on this continent. An adequate description of the scenery of the mountains standing just across the inlet and of the gorges in which the Capilano, Lynn and Seymour rivers flow through them to the Inlet, is beyond the scope of the present purpose. Suffice it to say that the exploitation of these assets will prove to be exceedingly profitable.

One of the recreations offered to tourists is mountain climbing. Ascents sufficiently interesting and arduous to satisfy the average person can be made in a day, starting from an hotel in the city after breakfast and returning in time for evening supper.

The Vancouver Mountaineering Club was organized about four years ago. Members of the club have scaled Grouse, Goat, Seymour, Dam, Crown and Dickens. The more difficult climb of Bishop, Jarrett and Garibaldi have all been accomplished, and the companion Lions have furnished royal sport for climbers—several women being among those to reach the top of the perilous western peak. The nearer peaks of Grouse and Goat have become mere jokes among those who climb mountains for the joy of triumphing over the barriers of Nature. Several cabins containing stoves and real beds may be found on the slope and summit, thing unheard of a few years ago.

A local branch of the Canadian Alpine Club has a strong membership, and its members vie with those of the Vancouver Mountaineering Club in difficult ascents.

HUNTING AND FISHING

Within a short distance of the city, in almost any direction, will be found duck, snipe, grouse, quail and pheasant in plenty. Those desiring larger game, such as deer, bear, cariboo, moose and mountain sheep, can readily arrange here for a few days' trip up the Coast, where large game abounds. Complete outfits or launches may be obtained here at the lowest possible cost.

The magnificent salmon fishing of Vancouver harbor deserves far more space than we are able to allow here. Tyee salmon weighing from fifty to seventy-five pounds are also quite plentiful in the Campbell river, which is only a few hours' run by steamer from Vancouver. These fish are caught with rod and line.

Mountain trout are plentiful at Capilano and Seymour Creeks, twenty minutes ride by ferry. Coquitlam also affords excellent trout fishing, and is a ten-mile run by rail out of Vancouver. Stave River is one and one-half hours' run out of the city by rail, and is also another fine fishing stream.

Copies of 1911 Game and Fish Laws, with other detailed information, may be obtained from Mr. J. Humphreys, 160 Cordova street W., secretary of the Vancouver Fish and Game Protective Association. Phone Seymour 2335.

STANDARD LOCAL PUBLICATIONS.

Daily Papers.

News-Advertiser (morning)—Subscription rates, Canada and Great Britain, \$3.00 per year, \$1.50 six months, 50c per month.

The Sun (morning)—British Columbia and Great Britain, \$3.00 per year, 25c per month; other provinces \$2.00 per year; United States 50c per month.

The World (evening)—Canada and Great Britain, \$3.00 year, 50c per month.

The Province (evening)—Canada and Great Britain, \$3.00 per year, 25c per month; United States, \$5.00 per year, or 50c per month.

NOTE—The above rates do not apply to the City of Vancouver.

Weeklies.

The Saturday Sunset—One year, \$2.00; six months, \$1.25; three months, 75c; United States, \$1.00 per year extra.

Point Grey Gazette—\$1.00 per year.

The Citizen—\$1.00 per year.

Western Call—\$1.00 per year.

Truth—\$2.50 per year.

Monthlies.

The British Columbia Magazine—Canada and Great Britain, \$1.50 per year; United States, \$2.00 per year.

Fruit Magazine—\$1.00 per year.

Opportunities—\$1.00 per year.

The B. C. Mining Exchange and Engineering News—\$1.00 per year.

Western Wage Earner—50c per year.

Levy Magazine—50c per year.

GREAT NORTHERN RAILWAY

Depot, Pender street, between Carrall and Columbia sts. City office, 314 Hastings street W. Phone Seymour 275. Trains leave Vancouver for Seattle daily 10:00 a.m., 12:15 p.m., 4:00 p.m. and 12:15 a.m. Also train to Abbotsford, Sumas and Port Guichon at 2:00 p.m. daily except Sunday.

NORTHERN PACIFIC RAILWAY

Office, 430 Hastings street. Four daily transcontinental trains to all points East and South. Northern Pacific Railway (for Seattle)—Leaves Vancouver 7:15 a.m. daily.

PACIFIC COAST STEAMSHIP CO.

Office 407 Granville street. Phone 445. Passengers taken aboard only at Victoria and Seattle. To San Francisco only, leave Seattle every Tuesday, 9 p.m.; leave Victoria every Wednesday, 8 a.m. To San Francisco and South, leave Seattle only every Friday, 10 a.m. SS. President and Governor. From Seattle to Alaskan ports, every six days. Alaska cruises: Sailing June 19th, July 3rd, 17th, 31st, Aug. 14th.

WHERE TO GO

Stanley Park, Vancouver's thousand leafy acres of green forest, is different from all other city parks. It is not a manicured city park. Only its nine miles of pleasant carriage roads makes it different from the real forest. Its twenty-two miles of trails are an invitation to the pedestrian who has a fellowship for forest paths. The park can be reached in a few minutes from the brick and cement and steel demimountains of Vancouver's business section. Visitors to Vancouver should not miss their opportunity to make a trip through the park. Besides getting a delightful bath of the freshest air in the world, the tourist receives in the great woodland park impressions of beauty so strong and memorable that they will never fade. Stanley Park is closer to nature than any other city park in the world.

Band concert at 8 p.m. on Sunday afternoon.

Fourteen thousand dollar bandstand erected this season.

Refreshments and lunches may be obtained at the Pender street entrance just before entering, and also at the Pier at the English Bay entrance to the park.

Tally-hos, "Seeing Stanley Park," make several trips daily. Phones 68 and 69.

English Bay, Vancouver's beautiful bathing beach, presents a wonderful view of the Straits and the entrance to Vancouver's harbor. Here may be seen hundreds of ladies and children enjoying the bathing and sunshine. A trip to Vancouver would be incomplete without seeing English Bay. Several evening band concerts are held each week. Excellent refreshments may be obtained at the Pier Tea Rooms. Take Davie Street car going South or West.

Kitsilano Beach (by trolley fifteen minutes from the post-office), the bathing beach of the suburb across False Creek. A long hem of low-lying sand sewed onto the residential section. Pavilions and seats add to the restful pleasure of an hour spent in the warm summer sun, freshened by the breeze of English Bay.

Hastings Park, in which is located the buildings of the Vancouver Exhibition Association, is a beautiful area, eighty acres in extent, lying on the south shore of Burrard Inlet, to the Second Narrows, and easily accessible by two trolley cars—Powell street line (green board), and Hastings East line (white board with red center), both east-bound. The park is within twenty-five minutes of the post-office, and combining drives, woodland paths, and an interesting zoo with the magnificent beauties of the British Columbia forest, offers a place for rest and recreation that is growing steadily in popularity with residents and tourists. It is in this park that it is proposed to establish a great aquarium and fish hatchery, maintained by government aid and under the management of the directorate of the Exhibition Association.

City Parks of smaller areas controlled by the Vancouver park commissioners are:

Alexandra Park (4.3 acres), facing English Bay bathing beach, reached by Davie and Robson cars, south or westbound.



"STANLEY FOREST HAS NINE MILES OF ROADWAYS AND TWENTYTWO MILES OF FOOTPATHS, WITH HERE AND THERE BENCHES UPON WHICH PEDESTRIANS MAY REST. THE ROADS ARE IN PERFECT CONDITION. I WISH THE CALIFORNIA COMMISSIONERS OF THE YOSEMITE VALLEY COULD SEE THEM. I DO NOT KNOW OF A MORE LOVELY DRIVE. IN ALL MY TRAVELS I HAVE NEVER SEEN A MORE UNIQUE OR ATTRACTIVE PARK THAN THIS."

W. E. CURTIS

IN THE CHICAGO RECORD-HERALD.



Cambie Park (8 acres), at the corner of Cambie and Duns-muir streets, immediately in front of regimental armories. It is used for athletic games and military drills.

Clark Park (7 acres), contains bandstand and recreation grounds with wading pool for the children. It is located at the corner of Park Drive and Fourteenth street.

McLean Park (2.4 acres), the first of Vancouver's supervised playgrounds, is being equipped with a full set of apparatus for games of all kinds, with a running track encircling the whole. This park is on Harris street between Dunlevy and Jackson.

Oppenheimer Park (2.4 acres), situated on Powell street, between Dunlevy and Jackson, is used for athletic contests.

Robson Park (2.7 acres), in the Mount Pleasant district, is a combined playground and floral park. Baseball and lacrosse grounds and four tennis courts are available for public use.

Strathcona Park (5.5 acres), on Bridge street in Mount Pleasant, has playgrounds for baseball, football, lacrosse, cricket and tennis. This park commands a beautiful view of the mountains on the north side of Burrard Inlet, and overlooks the commercial part of the city from the heights on the south shore of False Creek.

Tatlow Park (2.7 acres), a rustic park of simple beauty located on Marine Drive.

Victoria Park (2.4 acres), is situated in Grandview, the southeastern residential portion of the city. This is a floral park and promises to be a most attractive beauty spot.

Shaughnessy Heights, a beautiful residential district, situated in the southern part of the city upon a height of land, commands magnificent views of Vancouver, Burrard Inlet and English Bay to the North, and Point Grey, the mouth of the mighty Fraser and occasional glimpses of the blue waters of the Gulf of Georgia to the South and West. This district is rapidly becoming the site of magnificent residences and charming homes; parking and boulevards are laid out for beauty as well as use, and for the visitor who is an admirer of beautiful homes, a drive through Shaughnessy Heights will prove a source of surprise and delight.

Marine Drive, admitted to be one of the most beautiful drives in the Northwest, through Kitsilano and following the beach around Point Grey, presents a magnificent view of the Straits and the distant shore line. About ten miles.

Seymour Canyon can be reached by the Keith road to the Seymour bridge and North two miles along Seymour road (North Vancouver ferry).

Lynn Canyon can be reached by the Lynn Valley road and the Westover road (North Vancouver ferry).

Capilano Canyon (North Vancouver), one of the wonders of this continent. A beautiful canyon that is beyond description. Thousands of Vancouver residents visit Capilano every week and never seem to tire of the wonderful scenery. Take North Vancouver ferry, then the Capilano car, then a short run by waiting auto to the canyon and the Canyon View Hotel, where excellent refreshments may be obtained.

LAKEVIEW GARDENS

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PRESENT exceptional opportunities for successful fruit growing in healthful and attractive surroundings.

LAKEVIEW GARDENS combine all the essentials for perfect and profitable fruit growing ; rich deep soil, ideal climate, abundance of pure water, good transportation facilities and excellent markets.

LAKEVIEW GARDENS are suburban to the important city of KAMLOOPS. Nearly all the blocks are CLEARED and ready to set out in trees. The prices are very low and the terms are extremely easy.

LAKEVIEW GARDENS are for Sale in Blocks of
10 Acres to 40 Acres each

\$125 TO \$200

PER ACRE, INCLUDING WATER

FULL PARTICULARS ON REQUEST TO

ROSS & SHAW

318 HASTINGS WEST, VANCOUVER, B.C.

Bowen Island—Several round trips daily from Evans-Coleman dock, foot of Columbia avenue, phone 2988. Bowen Island is eight miles by three and one-half miles, situated at the entrance to Howe Sound, thirteen miles from Vancouver. Steamer lands at Snug Cove, on the East side. Rapidly becoming the summer resort of Vancouver people who wish to leave the crowds behind and still be near enough to return to shop, etc.

Squamish is a farming settlement at the North end of Howe Sound, near the mouth of the Squamish river, and thirty-eight miles North of Vancouver. A railway from Squamish to Lillooet Lake is under construction. There are a postoffice, two hotels and several stores. Same boat connections as Bowen Island.

North Arm and Indian River—During the summer two up-to-date excursion steamers make several trips each day to the North Arm, Indian River and way points. The North Arm is a continuation of Vancouver's harbor. This is admitted to be one of the grandest short trips on the Coast. A perfectly calm body of water, with mountains and forest on each side and dotted with summer homes, picnic and camping grounds. The Wigwam Inn, Indian River, is worth the trip. Here the visitor sees a modern electric plant run by water power from the mountains, and with an exhaust that reminds one of Niagara Falls. First steamer leaves Evans-Colman wharf, foot of Columbia street, at 9:15 daily. Phone 2988.

New Westminster—A forty-five minute trolley ride to the Royal City (half-hour service), situated on a beautiful slope overlooking the Fraser river, with its one million dollar bridge and great lumber mills, one of them being the largest mill in the world. At New Westminster we find the first capital of the Province, the Provincial Asylum, Provincial Jail, the Penitentiary, Salmon Canneries, remains of old fort, the Public Market and Queen's Park, where the Annual Provincial Exhibition is held. Interurban trains leave Carrall and Hastings streets every fifteen minutes.

SUMMER RESORTS

Canyon View Hotel—North Vancouver, B. C. Phone North Vancouver 146.

Harrison Hot Springs—Agassiz, on main line C. P. R. Booklet free at Vancouver Progress Club.

Wigwam Inn—At Indian River, on North Arm of Burrard Inlet. See Alvo von Alvensleben Company, Pacific Building, Phone 2486.

Campbell River—Willows Hotel, C. P. R. (Phone 2630) and Union S. S. Co. (Phone 94) steamers making regular calls from Vancouver. Folder at Vancouver Progress Club.

Also the beautiful C. P. R. hotels at Glacier Field, Lake Louise and Banff. Literature from any C. P. R. office.

SEEING CAPILANO CANYON

FROM GEO. MONRUFET & COMPANY'S

RED TALLY-HO AUTOMOBILE

TWO TRIPS DAILY
BEAUTIFUL SCENERY ALL THE WAY



MORNING TRIP:

Red Tally-Ho leaves Vancouver Post Office at
9.00 a.m., returning about 1.00 p.m.

AFTERNOON TRIP:

Red Tally-Ho leaves Vancouver Post Office at
2.00 p.m., returning about 6.00 p.m.

SUNDAY TRIPS:

Must be arranged by Telephone.

ROUND TRIP FARE (including Ferry) \$2.00

TELEPHONE SEYMOUR 2794

GEO. MONRUFET & COMPANY
Red Tally-Ho Automobile Line



THE BEAUTIFUL
CAPILANO RIVER
IS WORTH GOING
MILES TO SEE.
ANY ONE WHO
SEES THE CANYON
AND GETS UP IN-
TO THE RARE AT-
MOSPHERE OF THE
MOUNTAINS, WILL
NEVER FORGET THE
SUBLIME VIEWS.



VANCOUVER

— Established as the natural western outlet of Canada—offers you a larger interest on the investment of your capital, consistent with security, than any other city in the world. Truly

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Authentic information gladly given upon request — all communications receive my personal attention.

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WINCH BUILDING

VANCOUVER - CANADA

HOW TO SEE VANCOUVER FROM STREET CAR WINDOWS

Take Belt Line car (white sign) going in any direction, and it will take you through portions of Fairview, Mt. Pleasant, East End and down-town sections, returning you to your starting point in about 55 minutes.

The West End—Take Robson (red sign) or Davie (yellow sign) street car going south from Postoffice and remain on car until you return to your starting point.

Broadway East—Take Robson car east or south-bound.

Point Grey—Take Fourth avenue car (red and white sign) going south (or west), and ride to end of line.

Grandview—Take Grandview car (same as Fourth avenue) going east (or north), and arrive at Cedar Cottage at the end of the line.

South Vancouver—Take Davie street car (yellow sign) going east (or north), and ride to end of line, then change to Ferris road car and ride to terminus.

Hastings Townsite—Take Powell-Pender car (green sign) from Postoffice going east and ride to end of line.

Kitsilano—Take Kitsilano car (white and green sign) going west (or south) and ride to end of line.

South Vancouver—Take Fraser avenue car (white sign with red stripe) from corner Main and Hastings, south-bound.

The fare on the city street car lines is 5 cents, or tickets can be purchased as follows: Green tickets, good at all hours, at six for 25 cents; white tickets, good morning and evening, at eight for 25 cents.

VANCOUVER TO VANCOUVER

Take electric car to New Westminster. Steamer leaves Brackman-Ker wharf (New Westminster) daily except Sunday at 3 p.m. for Steveston. Electric car back to Vancouver via Lulu Island. Saturday steamer leaves at 2 p.m.



VICTORIA MEMORIAL, STANLEY PARK

CANADIAN NATIONAL INVESTORS LTD

☐ CAPITAL \$100,000 ☐



**310 HASTINGS ST.
VANCOUVER, BRITISH COLUMBIA
CANADA**

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THE COMPANY WILL BE ONLY TOO PLEASED TO
SEND SAME FREE, ON REQUEST

CLIMATE

Vancouver is greatly favored in regard to climatic conditions. It is never very cold, neither is it uncomfortably warm. Lady Doughty, writing in the "Grimsby Telegraph," says in reference to this matter:

"One of the other joys, and a natural pride of the people, is the temperate order of the climate. There are no extremes of heat or cold in Vancouver. There are many places in Canada where the biting frosts and severe snowstorms or the intense heat have to be borne in a day's work, and one must say they are borne cheerfully by a type of toiler too busy on fortune-making or too engrossed in an optimistic future to mind wherever they dwell in the great Dominion. But Vancouver has no extremes of temperature."

The figures in the following tables fully justify these statements:

HIGHEST TEMPERATURE

	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	Year
1909. . .	51.0	51.5	58.0	60.9	71.1	78.0	76.7	78.7	77.9	65.3	55.8	48.0	73.7
1910. . .	50.0	47.6	58.0	74.8	76.0	74.9	87.3	81.5	75.3	65.7	52.9	52.7	87.3
1911. . .	44.0	48.0	59.6	66.7	74.5	72.6	80.2	79.9	74.4	73.2	62.8	52.0	65.6
1912. . .	52.1	52.9	56.3										

LOWEST TEMPERATURE

	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	Year
1909. . .	3.7	23.0	28.0	27.8	35.0	41.7	43.0	42.6	37.0	35.0	23.0	17.4	3.7
1910. . .	14.6	13.2	30.1	32.6	36.3	41.8	46.2	38.7	40.8	32.3	30.7	27.9	13.2
1911. . .	6.4	19.2	27.9	28.9	39.0	41.5	45.9	47.9	37.4	33.0	9.6	21.3	29.8
1912. . .	15.8	25.5	25.9										

PRECIPITATION—RAIN

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Year
1909. . .	4.58	8.15	4.14	1.30	3.76	1.69	2.45	1.43	2.23	7.06	15.66	4.16	56.61
1910. . .	10.47	3.30	2.91	3.60	2.15	1.98	0.24	1.38	2.47	9.04	10.62	8.79	56.93
1911. . .	4.15	3.27	3.05	1.96	5.39	2.09	.92	1.32	4.41	2.24	9.98	7.22	46.00
1912. . .	7.64	6.25	.39										

BASEBALL

Games held in Recreation Park, corner Smythe and Homer streets.

Dates on which the Vancouver team will play in this city during the 1912 season of the Northwestern League:

May—20, 21, 22, 23, 24, 24, 25, 27, 28.

June—3, 4, 5, 6, 7, 8, 17, 18, 19, 20, 21, 22.

July—1, 1, 8, 9, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 22, 23, 24, 25, 26, 27.

Aug.—5, 6, 7, 8, 9, 10, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30, 31.

Sept.—2, 2, 16, 17, 18, 19, 20, 22, 23, 24, 25, 26, 27, 28, 28.

OFFICE BUILDINGS

Bank of Commerce—Hastings and Granville streets.
Bank of Hamilton—Hastings and Hamilton streets.
Bank of Ottawa—Hastings and Seymour streets.
Bower—Granville, between Dunsmuir and Georgia.
Burns—Hastings and Carrall streets.
Canada Life—Hastings, between Granville and Seymour.
Cotton—Hastings and Cambie streets.
Crown—Pender, between Granville and Seymour.
Davis—Hastings, between Granville and Seymour streets.
Dominion Trust—Hastings and Cambie.
Exchange—Hastings, between Cambie and Abbott streets.
Fairfield—Pender and Granville.
Flack—Hastings and Cambie.
Holden—Hastings, between Carrall and Columbia.
Hutchinson—Pender, between Homer and Richards.
Leigh-Spencer—Granville, between Dunsmuir and Pender.
Loo—Abbott and Hastings.
Mercantile—Homer and Cordova.
Metropolitan—Hastings, between Howe and Hornby.
Molsons Bank—Hastings and Seymour.
Pacific—Hastings and Howe.
Rogers—Granville and Pender.
Vancouver—Granville, between Robson and Georgia.
Williams—Hastings and G. ville.
Winch—Hastings and Howe.
Dawson—Main and Hastings.
World—Pender and Beatty.

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TRUNK PACIFIC RAILWAY

VANCOUVER'S PROGRESS IN 1911

During the past year Vancouver has made very rapid progress. The growth along all lines of activity, in percentage of increase, has surpassed anything heretofore experienced by this or any other city. The statistical information now available clearly establishes the fact that Vancouver is experiencing the most rapid development of any city in the world.

ASSESSMENT

The assessed value of property in Vancouver at the beginning of 1912 is one-third greater than at the beginning of 1911. The gross increase, as shown by this year's assessment roll, is much greater, but this is accounted for by the fact that Wards VII and VIII with a combined total of \$11,306,410 have been added to the assessment during the past year. The assessment for 1912 stands at \$2,501,775, and for 1911 at \$136,579,005, showing an increase of \$55,992,770.

It will be seen that the value of "Improvements" at the beginning of 1911 was over 100 per cent. greater than at that of 1907. The increase in the four year period named has been \$21,476,785, or over five million dollars more than the total value for 1907, which latter sum represents the increase for the first twenty years of the city's life. The average annual increase for the first 20 years was eight hundred thousand dollars, while that for the last four years has been five million dollars.

Table Showing Growth of Assessment in Vancouver
Valuation at Beginning of Year

Year	Real Property	Improvements	Total Assessable Property
1887	\$ 2,456,842.00	\$ 182,235.00	\$ 2,639,077.00
1889	5,275,596.00	730,027.00	6,005,623.00
1891	10,477,420.00	1,501,655.00	11,979,085.00
1893	16,032,744.00	2,832,960.00	18,865,704.00
1895	13,829,724.00	4,317,660.00	18,147,384.00
1897	13,000,869.00	4,441,490.00	17,442,359.00
1899	12,705,090.00	5,011,190.00	17,716,289.00
1901	12,792,530.00	7,440,600.00	20,233,130.00
1903	13,845,565.00	9,091,270.00	22,936,835.00
1905	16,739,640.00	11,804,250.00	28,543,890.00
1907	38,346,335.00	16,381,475.00	54,727,810.00
1909	48,281,330.00	24,405,210.00	72,686,540.00
1910	76,927,720.00	29,644,755.00	106,572,475.00
1911	98,720,345.00	37,858,260.00	136,579,005.00
1912	138,557,595.00	53,515,295.00	192,072,890.00

CUSTOMS

The customs revenue for the port of Vancouver for the twelve months ending December 31, 1911, amounted to \$7,368,760.30, and for the corresponding period in 1910, \$5,606,253.06, being a gain of \$1,780,507.24. The increase, however, is really much greater than this, as since October 1, 1911, all revenue from Chinese head tax has gone into the hands of the Immigration Department. This, of course, makes a very material difference in the total, as the revenue from this source amounts in the aggregate to a considerable sum.

PANAMA CANAL

Vancouver has become a competitor for the grain shipping business of Canada even under present conditions.

Her position will be immensely stronger when the Panama Canal is completed. The rates at the present time are:

Alberta points to Vancouver average..... 22½c per 100 lbs
 Vancouver to Liverpool 22½c per 100 lbs.

Total 45c

Alberta points to Fort William average.... 25c per 100 lbs.
 Fort William to St. John 25c per 100 lbs.
 St. John to Liverpool 6c per 100 lbs.

Total 56c

—a difference of 11c in favor of the western route, although the charge for hauling from Alberta points to Vancouver (650 miles) at 22½c is relatively much higher than that of hauling from Alberta points to Fort William (1400 miles) at 25c.

"When the Panama Canal is opened in 1915 the distance between Vancouver and Liverpool will be cut in half, and there will then be no comparison possible between the rate then to be and that now in force via either Suez, the Horn, or Fort William."—L. P. Strong, General Manager Alberta-Pacific Elevator Co., Calgary, Alta.

Where to Go TOURISTS should not miss these trips. **for the Day** All kinds of changeable scenery, snow and ice

glaciers can be seen from the deck of the boat. You can see the finest harbor and scenery in the world by taking a trip on one of these boats any day leaving Evans Coleman Dock at 9.15 a.m. and returning about 7 p.m.

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Caulfields	Invercraig	South Valley
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	Mill Creek	

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 2958

Terminal Steam Navigation Co. Ltd.

Dock Foot of Columbia Avenue
Vancouver, B. C.

CHARITABLE INSTITUTIONS

Few other cities on the continent surpass Vancouver in the matter of provision for the care of the sick and the destitute. Its General Hospital is one of the best built and equipped of the kind in the world. The main building, which is of British Columbia granite, consists of administration building and three wings, to which a fourth is now being added, thus increasing the present accommodation of 260 beds to 356 beds. In addition there are 72 beds in the isolation cottages, which are a short distance from the main building.

St. Paul's Hospital, conducted by the Sisters of Charity of Providence, is also a splendidly-equipped institution, containing 33 private, 7 semi-private rooms and 11 wards with accommodation for 120 patients.

St. Luke's, established in 1888, in connection with the Anglican church, contains 20 beds and possesses all the latest conveniences for the care and treatment of the sick.

The Children's Aid Society of Vancouver, which has been in operation since 1902, maintains a home in which there are at present 130 inmates.

The Juvenile Court was established in 1910.

The Strathcona Institute, a branch of the British and Foreign Sailors' Society, provides a convenient and home-like resort for seamen and loggers while in Vancouver, protects seamen from crimping and other evils to which they are exposed. It affords recreation in the form of games, concerts and lectures on navigation, supplies literature to outgoing ships, and holds religious services.

The Seamen's Institute, a branch of the Missionary Society of the Church of England, is doing similar work to that of the Strathcona Institute.

In addition to the foregoing there are the British Columbia Coast Missions among the sailors, fishermen and loggers of the coast; the Scandinavian Mission, which looks after the interests of seamen of that race; the Alexandra Orphanage; and several other institutions for the care of the destitute and the helpless, conducted by the Roman Catholic Church and the Salvation Army.

EDUCATIONAL INSTITUTIONS

Educational advantages in Vancouver compare very favorably with those available in much older cities. There are 25 public school buildings, giving accommodation to 281 teachers and 11,764 pupils, two High Schools with a staff of 28 teachers, a Normal School for the training of teachers, associated with which is the Model School, in which teachers in training may observe the methods of a specially selected staff of instructors, and teach under the direction of the latter and of the staff of the Normal School.

Higher Education.—McGill University College has a faculty of ten teachers doing three years' work in arts and two in applied science.

The Government of British Columbia is establishing a Provincial University at Vancouver, to open in the fall of 1913. For this purpose a large tract of land has been set aside on Point Grey, commanding a magnificent view of the Gulf of Georgia and surrounding country.

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TRANSPORTATION

(SEE OPPOSITE PAGE)

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REFERENCES { Bank of Montreal
Executive of Canadian Pacific Railway, London, Eng.,
Montreal and Vancouver, Canada

FIRE DEPARTMENT

The London Metropolitan Fire Department Commission, after an extended investigation, declared Vancouver's fire department to be the third best in the world; that of the city of London ranking first, and that of Leipsic, Germany, second.

This high status has been attained in the short period of twenty-two years, an achievement that constitutes a most eloquent tribute to the ability of Chief J. H. Carlisle, who has been head of the department since it was first organized in 1889 with 23 "call" men. The force now consists of 140 men distributed among eleven fire halls. The apparatus is thoroughly up to date, most of it being auto equipment. There are 216 alarm boxes, and 25 more will be added.

The fire halls and their sites, together with the apparatus, represent an outlay of nearly half a million dollars, while the annual expenditure now averages \$180,000.

About five years ago the authorities adopted the policy of purchasing auto equipment almost exclusively, and fire-fighting machines which are up to date in the latest sense of the term now serve the city.

For several years past it has been recognized that the many industries located on the waterfront of the city should be protected through the operation of a fireboat, and the city council has now under consideration the expenditure of \$100,000 for the construction of this boat.

MANUFACTURES

Up to the present the chief products of manufactures have been lumber, sashes, doors, etc. The output has been very large. Last year one mill alone exported to foreign countries thirty-eight million feet of lumber.

There are now, however, many other commodities produced in Vancouver, as the following list of industries and products will indicate: Abattoirs, aerated waters, asbestos goods, auto and buggy tops, bakeries, bamboo furniture, boats, book-binderies, boots and shoes, boxes (paper and wood), brass foundries, breweries, biscuits, bottling works, brick (clay, cement, etc.), brooms, cigars, concrete blocks, confectionery, cooperages, cornices, coffee-grinding, dairy products, drugs, engravings, feed and flour mills, fences, fish-packing, fire-proof walls, fishermen's supplies, furniture, furriers, gas, gasoline lamps and engines, gas and electric fixtures, glass-blowing, granite work, harness, trunks and leather goods, ice, ironworking, jewellers, jams and spices, etc., ladies' garments, lithographing, logging engines and tools, lumber, shingles, sashes and doors, mantels and show cases, marine machinery, office files and furniture, pianos, portable houses, poultry supplies, car fenders, rice mills, roofing, sawmill supplies, soap, sugar, stoves and furnaces, umbrellas, wagons and carriages, wire and nails, wooden pipes, etc.

The industrial future of Vancouver is assured, for here will be the factors required for the upbuilding of a great manufacturing centre—the raw materials, plentiful supply of hydro-electric power, immense coal deposits, and ideal transportation facilities by land and sea. It is no idle boast to predict that Vancouver will become one of the greatest industrial centres of Canada and of the Pacific coast.

POLICE DEPARTMENT

Although a seaport town, and having in its population a large percentage of foreigners, law and order are well preserved in Vancouver. This is due in a great degree to the vigilance and efficiency of the police department which, under the management of Chief R. G. Chamberlin, has acquired the reputation of being one of the best in Canada.

The present force numbers 173 men, including all departments. The mounted force numbers 13 men and a sergeant. Fourteen men are required for the traffic squad. There are 87 patrol boxes scattered throughout the city, having telephone connection with headquarters, and included in the equipment are two auto patrol wagons, an emergency ambulance, a detective auto patrol and a car for the chief constable.

The equipment of the department is thoroughly up to date, including all the accepted devices for facilitating its work, so that in both that respect and in regard to the personnel of the force there is nothing to be desired, and as has been said, the results are thoroughly satisfactory.

SHIPPING

Vancouver is rapidly becoming one of the most important shipping points on the Pacific coast. Its harbor is landlocked and sheltered from all points, roomy and deep enough for the largest vessels. It is the chief Pacific harbor of the Canadian half-continent, and within the zone of the greatest commercial activity, as well as on an almost direct line from Liverpool, through Montreal or New York, to the ports of China, Japan and other Oriental countries, the South Sea Islands and Australia. Its tonnage tables for the year ended March 31, 1912, follow:

Port of Vancouver

Total tonnage for year ended March 31, 1912:

Sea-going	Inward with cargo	1,411,859
Sea-going	Outward with cargo	1,082,852
Sea-going	Inward in ballast	470,274
Sea-going	Outward in ballast	778,922
Coasting	Inward	2,543,786
Coasting	Outward	2,846,801
Total tonnage		9,134,494

LAND REGISTRY

An increase of over 30 per cent. is shown in the receipts of the Land Registry Office at Vancouver for the year 1911 as compared with 1910.

Revenue for 1911	\$289,937.06
Revenue for 1910	222,033.26
Increase	\$67,903.80

North-West Canada Trust Company

LIMITED

CAPITAL \$1,000,000

SUBSCRIBED ... \$600,000

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J. M. PATTULLO, VICE-PRESIDENT

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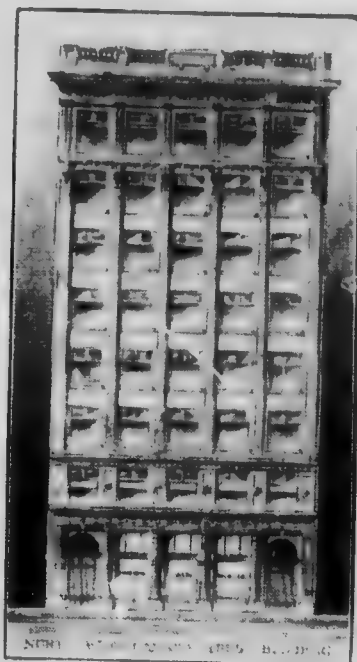
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VANCOUVER, B.C.

POPULATION

The population of Vancouver at the end of 1911, as compiled by the Assessment Commissioner, is placed at 111,240, which, compared with 93,700 for 1910, shows a gross increase of 17,540. Of this total, however, 5826 is represented by the area which has been added to the city during the year, leaving a net gain of 11,714 in population for 1911.

POST OFFICE

That Vancouver's intercourse with the world in general is increasing by leaps and bounds is nowhere more apparent than in the enormous increase in the post office returns. The revenue from the sale of postage stamps at the Vancouver post office for 1911 was \$413,868, and for 1910, \$302,568, an increase of \$111,116 for the year. This represents a large increase in correspondence.

SCHOOLS

One of the best indications of the growth of Vancouver is found in the rapidly increasing attendance at the city schools. The number of scholars enrolled at the Vancouver schools for the term beginning January 1912, is in excess of 12,000, which, compared with the attendance of 10,240 for the past year, gives an increase of over 2000.

STREETS

The following tables show the amount of work carried out on Vancouver streets during 1911, in comparison with 1910:

	1911	1910	Inc.
	Miles	Miles	Miles
Pavements	12.98	6.98	6.90
Concrete walks	41.30	23.39	17.91
Plank walks	47.23	25.36	21.89
Grading and rocking streets	26.33	14.11	12.22
Clearing and rough-grading streets and lanes	62.87	37.01	25.86
Planking streets	7.23	5.00	2.23
Sewers	27.02	21.33	5.69

THEATRES.

Vancouver Opera House—747 Granville street.

Orpheum (vaudeville)—Howe and Pender streets.

Pantages (vaudeville)—Hastings street E., between Main and Columbia streets.

National (vaudeville)—58 Hastings street W.

Empress (stock company)—Gore ave. and Hastings street.

Avenue Theatre (stock company)—Main and Harris sts.

Grand (burlesque)—Cordova, between Cambie and Abbott streets.

Chinese Theatre—Pender street, Chinese quarter.

HOTELS

- Vancouver—Granville and Georgia Streets; American plan, \$4.00 to \$6.00 per day; 200 rooms. Phone Seymour 176.
- Glencoe Lodge—Burrard and Georgia Streets; American plan, \$3.00 to \$3.50 per day; 200 rooms. Phone Seymour 3626
- Dunsmuir—Dunsmuir and Richards streets; European plan, \$1.00 to \$3.50 per day; 85 rooms. Phone Seymour 8880.
- Strand—624 Hastings street W.; European plan, \$1.00 up; 35 rooms. Phone Seymour 2979.
- St. Francis—Seymour and Cordova streets; American plan, \$2.50 to \$3.00 per day; 50 rooms. Phone Seymour 7788.
- Carlton—Cambie and Cordova streets; European plan, \$1.00 to \$2.50 per day; 52 rooms. Phone Seymour 585.
- The Travellers—320 Abbott street; European plan, \$1.00 per day up; 65 rooms. Phone Seymour 7860.
- The Elysium—1142 Pender street W.; European plan, \$1.50 per day up; 120 rooms. Phone Seymour 850.
- Strathcona—51 Hastings street W.; European plan, \$1.00 to \$3.00 per day; 80 rooms. Phone Seymour 9440.
- The Europe—Powell and Alexander streets; European plan, \$1.00 to \$2.00 per day; 125 rooms. Phone Seymour 812.
- The Metropole—Abbott and Cordova streets; American plan, \$2.00 to \$3.00 per day; European plan, \$1.00 to \$2.00 per day; 90 rooms. Phone Seymour 7891.
- The Vandecar—1088 Main street; European plan, 75c to \$2.50 per day; 156 rooms. Phone Seymour 9317.
- Rainier—Carrall and Cordova streets; European plan, \$1.00 to \$2.00 per day; 50 rooms. Phone Seymour 286.
- The Manitoba—42 Cordova street W.; American plan, \$1.00 to \$2.00 per day; 60 rooms. Phone Seymour 3880.
- The Winters—Abbott and Water streets; 100 rooms; European plan, \$1.00 to \$2.50 per day. Phone Seymour 9387.
- The Empress—237 Hastings street E.; European plan, \$1.00 to \$2.00 per day; 54 rooms. Phone Seymour 1807.
- The Dominion—Abbott and Water streets; American plan, \$1.50 to \$2.00 per day; 100 rooms. Phone Seymour 981.
- The Blackburn—Westminster avenue, between Hastings and Cordova streets; American plan, \$1.75 per day up; European plan, 75c per day up; 100 rooms. Phone Seymour 897.
- The Cecil—1826 Granville street; European plan, \$1.00 per day up; 100 rooms. Phone Seymour 8060.
- The Woods—Hastings and Carrall streets; American plan, \$2.50 per day; European plan, \$1.00 to \$2.00 per day; 100 rooms. Phone Seymour 910.
- The Commercial—Cambie and Hastings streets; American plan, \$2.00 per day; European plan, \$1.00 per day up; 52 rooms. Phone Seymour 284.
- The Austin—Opposite C. P. R. depot; European plan, \$1.00 to \$1.50 per day; 60 rooms. Phone Seymour 630.
- The Badminton—Dunsmuir and Howe streets; 60 rooms; American plan, \$2.00 per day. Phone Seymour 222.
- The Astor—147 Hastings street W.; European plan, \$1.00 to \$2.50 per day; 50 rooms. Phone Seymour 2971.
- The Leland—925 Granville street; European plan, \$1.00 per day up; 38 rooms. Phone Seymour 14.
- The Windsor—Granville street, opposite Opera House. Phone Seymour 7907.
- The Barron—Granville and Nelson streets. Phone Seymour 2230.

EXPRESS COMPANIES

American Express Co.—728 Hastings street W. Phone Seymour 7398.

Dominion Express Co.—528 Granville street. Phone Seymour 4527.

Canadian Express Co.—527 Granville street. Phone Seymour 7986.

Great Northern Express Co.—410 Seymour street. Phone Seymour 664.

POSTOFFICE

Corner Hastings and Granville Streets—General delivery open from 7 a.m. to 7 p.m., Saturdays to 12 o'clock midnight. Stamp and registration wickets open from 8 a.m. to 7 p.m.

Special Delivery Stamps—Both Canadian and American may be obtained at stamp window. Ordinary American stamps may be obtained at Galloway's book store, 782 Granville street.

CUSTOM HOUSE

First floor in Postoffice building.

Custom House Brokers—Dodwell & Co., 28-31 Fairfield building, phone 755; Percy J. Geddes, 719 Pender street W., phone 1649; J. E. Evans, 445 Granville street, phone 647; Crickmay Bros., 812 Hastings street W., phone 400; G. H. Cottrell, 139 Water street, phone 588.

Customs Duties—List of settlers' effects exempt from duty, also copy of land laws for settlers, may be obtained from the Vancouver Progress Club, Vancouver, B. C.

Mayor of Vancouver—James Findlay.

City Clerk—Wm. McQueen.

Canadian Manufacturers' Association—441 Seymour st.

U. S. Immigration Office—342 Pender st. Phone Sey. 765.

Canadian Immigration Office—M. R. J. Reid, offices C.P.R. wharf. Phone Seymour 2423.

Brockton Point Athletic Grounds—Stanley Park.

Land Registry Office—Court House.

Game Warden—A. Bryan Williams, Court House.

Fruit Inspector—T. Cunningham, Court House.

Board of Trade—Wesley A. Blair, secretary, Molsons Bank Building.

B. C. Electric Railway General Offices—Carrall and Hastings streets.

Inland Revenue Department—Postoffice Building.

Fire Department Headquarters—754 Seymour street. J. H. Carlisle, Chief.

Stock Exchange—136 Hastings street, Exchange Building.

Police Headquarters—236 Cordova street E.

Vancouver General Hospital—Tenth and Heather streets.

Vancouver Exhibition—August 10th to 17th.

Progress Club—Dr. E. S. Rowe, commissioner, 633 Granville street.

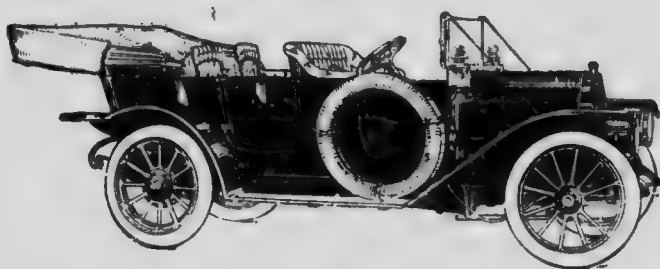
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TAXICAB AND CARRIAGE TARIFF.

Tariff No. 1—Taxicabs.

One or Two Passengers—For first half mile or under, 50 cents; for each quarter mile thereafter, 10 cents; for each stoppage, occupying six minutes, 10 cents, or \$1.00 per hour.

Three or Four Passengers—For first one-third of a mile, 50 cents; for each one-sixth of a mile thereafter, 10 cents; for each stoppage occupying six minutes, 10 cents; or \$1.00 per hour.

Tariff No. 2—Vehicles Other Than Taxicabs.

By the Drive—Time allowed, half an hour. One person, 75 cents; each additional person, 50 cents.

By Time—For the first hour: One person, \$1.50; two persons, \$2.00; three or four persons, \$3.00; each additional person, 50 cents. For Each Subsequent Hour: One person, \$1.00; two persons, \$1.50; three or four persons, \$2.00; each additional person, 50 cents.

When the drive exceeds half an hour the hour rate shall be charged. Fractions of hours for any drive exceeding one hour shall be charged pro rata hour rates as above established by drives by the hour. The tariff by time shall apply to all drives extending beyond the city limits, providing the agreement be made within the city limits.

The following rules shall be applicable for Tariff No. 1 and Tariff No. 2:

No charge shall be made for calling or dismissing such vehicles within one mile distance of the General Postoffice from the hour of 8 o'clock a.m. to 1 o'clock a.m. Between the hours of 1 o'clock a.m. and 8 o'clock a. m. an extra charge of 30 cents for each engagement may be made. If vehicles are called or dismissed outside of one mile distance of the Postoffice an additional 30 cents for each mile of distance or fraction thereof may be added to the above tariff as a call or dismissal charge.

All ferriage and toll charges, both going and returning, to be paid by the passenger.

No charge for calling or dismissing cabs at the railway stations shall be made. For each trunk carried by any such vehicle a tariff of 25 cents may be made.

No charge shall be made for travelling bags, valises, boxes or parcels which passengers can carry by the hand.

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MAX CROW, Proprietor

THE VANCOUVER MUSEUM

By W. Ferris, Secretary.

At present the Vancouver Museum occupies the top floor of the Carnegie Library, at the corner of Hastings and Main streets, but it is hoped that ere long the efforts of the directors of the Art, Historical and Scientific Association will lead to the museum being housed in a separate building and that to the exhibit of historical, scientific and other objects will be added a picture gallery worthy of Vancouver.

The museum is well worth a visit. The tourist will find much to interest him in a brief inspection; the student who can spend more time will learn from the objects displayed not only much about the Province and its resources; he will find many objects of wide historical and scientific interest. It is impossible in this brief space to do more than indicate the varied contents of the museum. Portraits of Vancouver and Cook, and those of Sir John MacDonald and other eminent statesmen recall the early history of the Pacific Coast and the political work which culminated in confederation. Portraits of the "Old Timers," the first City Council, gathered together after the great fire of 1829, and a fine bust of the late Mayor David Oppenheimer, recall the pioneer days of the city and make one wonder at its rapid progress.

The flora and fauna of British Columbia are well illustrated and the Grant collection of gems and minerals is unique as to size and character, as are the other collections of minerals, and this gives the museum a special interest for the mineralogist.

Art is fairly well represented by pictures and sculpture by local artists, with a few examples of well-known British and foreign artists, and ethnology, Bibliography and the arts and crafts are all represented, while the "curios" of personal and historical value which give "human interest" to a museum are not lacking. In short the museum though falling short of the ideal of its directors, will interest all who visit it. Its popularity is shown by the fact that the visitors average 4,000 a month.

The museum is managed by the Vancouver Art, Historical and Scientific Association, which as part of its work arranges free lectures during the winter months by eminent scientists, travellers and men of letters. These lectures have been on a variety of subjects and have proved very popular. The Vancouver Art, Historical and Scientific Association invites ladies and gentlemen to join; particulars as to membership can be obtained of the secretary.

Like many institutions of a similar character, the museum began in a small way. For its inception and early organization in 1889, Captain and Mrs. Mellon, still resident in Vancouver, must have their share of credit. Mr. W. Ferris, now acting as secretary, held that position in the pioneer days and has again returned to this work. Mr. H. J. de Forest, the present curator, who has held office for some fourteen years, has industriously accumulated the different exhibits, many of which are still loan exhibits, and every department of the museum reflects his individuality.

CHURCHES

Church of England

Archdeacon of Columbia, Diocesan Executive Officer, Ven. Edwyn S. W. Pentreath, D.D.; residence 1601 Barclay str.

All Saints Church—Corner Victoria Drive and Pandora st.; Rev. H. C. Lewis Hooper, Vicar, 278 Victoria Drive.

St. Savior's Church—Grandview, corner First avenue E. and Semlin Drive; Rev. Harold St. George Buttram, 2023 First avenue E.

Christ Church—Georgia and Burrard streets; Rev. C. C. Owen, 1146 Melville street.

Holy Trinity Church—Pine street and Eighth avenue, W. Fairview; Rev. Hadlock Beacham, residence 1533 Seventh avenue W.

St. James Chu . . . Corner Cordova street and Gore ave.

St. Mark's Church—Corner Second avenue and Larch st., Kitsilano; Rev. A. H. Sovereign.

St. Paul's Church—Corner Jervis and Pendrill streets; Rev. F. A. P. Chadwick.

St. Luke's Church—River road; Rev. Mark Jukes.

St. Peter's Church—Westminster avenue and Twenty-ninth street; Rev. G. H. Caffin.

St. Margaret's Church—Agnes road, Cedar Cottage; Rev. Wm. Bell.

St. Michael's Church—Corner Broadway E. and Prince Edward streets; Rev. G. H. Wilson.

St. John the Divine—Central Park; Rev. Wm. Thomas Johnson.

St. George's Church—Corner Broadway and Laurel streets; Rev. Marcus H. Jackson.

Kerrisdale Church—Rev. W. H. G. Battersill.

Baptist Churches

First Church—Nelson and Burrard; Rev. H. F. Perry, 1017 Nelson street.

Jackson Avenue—Jackson and Pender; Rev. B. H. West, 628 Heatley avenue.

Mount Pleasant—Tenth avenue and Quebec.

Fifth Avenue—Fifth avenue and Arbutus; Rev. H. F. Waring, 1834 Eighth avenue W.

Grandview—First avenue and Salisbury Drive; Rev. N. A. Harkness, 1232 Victoria Drive.

Central—Tenth and Laurel; Rev. P. Clifton Parker, 3021 Heather street.

Collingwood—East Collingwood; Rev. David Long, 1540 Salisbury Drive.

Cedar Cottage—Twenty-second avenue and Victoria road; Rev. J. H. Calhoun, Cedar Cottage.

Morton Memorial—Twenty-seventh avenue and Prince Albert; Rev. J. W. Leitch, 105 Tenth avenue W.

South Hill—Fifty-second avenue and Frederick street; Rev. W. H. Redmond, South Hill.

Eburne—Rev. M. Vansickle, Eburne.

North Vancouver—Rev. A. J. Prosser, North Vancouver.

Methodist Churches

Wesley—Burrard and Georgia; Rev. J. C. Switzer, 1235 Haro street.

Central—Pender and Dunlevy; Rev. F. W. Langford, 474 Pender E.

Grace—Burns and Sixteenth avenue E.; Rev. Wm. Elliott.

Dundas Street—Rev. R. McIlroy Thompson.

Grandview—Rev. R. F. Stillman, 1873 Venables street.

Japanese Methodist Church—Rev. K. Kanazawa.

Kitsilano—Third and Larch; Rev. R. Newton Powell, 2526 Second avenue W.

Mountain View—Rev. J. F. Betts.

Collingwood—Rev. B. H. Balderstone.

Mount Pleasant—Ontario and Tenth; Rev. Lashley Hall, 123 Eleventh avenue W.

Robson Memorial—Rev. Thomas Green.

Scandinavian Methodist Church—Rev. Mr. Nanthrop.

Sixth Avenue—Sixth avenue and Fir; Rev. G. K. Bradshaw, 1598 Sixth avenue W.

Trinity—Seventh avenue E., between Commercial and Victoria Drive; Rev. A. M. Sanford, 1810 Seventh avenue E.

Chinese Mission—529 Beatty street; Rev. Fong Dickman.

South Kitsilano—Rev. F. H. Stanton.

Ferris Road—Rev. John Pye.

Wilson Heights—Rev. Wm. Bolton.

River Avenue—Rev. S. Cook.

Congregational

First Church—Corner Thurlow and Pendrill; Rev. J. K. Unsworth, 1131 Barclay.

Knox Church—Cordova, between Columbia and Main; Rev. Merton Smith, Ker road.

Presbyterian Churches

St. Andrew's—Richards and Georgia; Rev. R. J. Wilson, 1657 Marpole avenue.

First Church—Hastings and Gore; Rev. W. H. Fraser, 400 Cordova street E.

St. John's—Comox and Broughton; Rev. A. J. McGillivray.

Chalmers Church—Fairview; Rev. A. E. Henry, 1495 Fifth avenue W.

Mount Pleasant—Broadway and Quebec street; Rev. W. Woodside, 195 Tenth avenue W.

Kitsilano—Fourth avenue, opp. public school; Rev. Dr. Wright.

Cedar Cottage—Corner Victoria Road, near Lakeview; Rev. J. C. Madill.

Robertson—Grandview, corner Salsbury Drive and Napier street; Rev. David James.

Dundas—Dundas and Garden Drive; Rev. E. H. Lockhart.

Westminster—Main and Twenty-fourth avenue; Rev. R. A. McRae.

Central Park Church—Rev. T. R. Peacock.

Catholic

Church of the Holy Rosary—Corner Dunsmuir and Richards; Rev. J. Welsh, O.M.I.

St. Patrick's—Corner Quebec and Twelfth avenue; Rev. Austin Bonner.

Church of the Sacred Heart—Corner Campbell avenue and Keefer street; Rev. J. F. McNeil.

St. Augustine's, Kitsilano—Corner Seventh avenue and Arbutus; Rev. A. Tavernier, O.M.I.

St. Joseph's—Cedar Cottage; Rev. M. W. McKinnon.

St. Andrew's—Forty-ninth avenue, near Fraser street; Rev. J. A. McDonald.

Chapel St. Paul's Hospital—Rev. F. Deatcher.

Lutheran Churches

First Swedish Lutheran Church—Princess and Dunlevy; Rev. Rupert Swanson.

German and English Evangelical Lutheran Christ Church—Yukon and Tenth avenue; Rev. O. T. Just, 365 10th ave. W.

Salvation Army

Corner Hastings street and Gore avenue; Adjutant Howell, commanding officer.

Christian Science

First Church of Christ Scientist—1166 Georgia street.

Second Church of Christ Scientist—461 Granville street.

Other Services

First Unitarian Church—Rev. J. Pineo; I. O. O. F. hall, corner Pender and Hamilton streets.

Bible Spiritualists—O'Brien hall, Homer and Hastings streets; Mrs. Coon.

First Christian (Disciples)—Rev. N. A. Davis; 1168 Seymour street.

London Missions to Seamen—Next to St. James Church, Gore avenue; Rev. F. G. Fiennes-Clinton, 309 Cordova st. E.

Central Mission—Abbott street, near waterfront.

TERMINAL STEAMSHIP COMPANY

Wharf, foot of Columbia street (Evans-Coleman dock). Phone 2988 Boats leave daily at 9:15 a.m. Leave Sunday 10:30 a.m., for Squamish, Newport, Great Northern Cannery, Caulfields, Bowen Island, Anvil Island, Porteau, Britannia Mines, Mill Creek, arriving in Vancouver 7:00 p.m.

B. C. EXPRESS COMPANY (B.X.)

Sells tickets direct from Vancouver to Foul George. Inquire D. E. Brown and Macaulay, Ltd., city passenger agents, 585 Granville street. Phone Seymour 1887.

WEST VANCOUVER—

Launch Seafoam leaves North Vancouver ferry wharf every hour for West Vancouver (opp. Stanley Park).

UNION STEAMSHIP CO.

OF B.C., LTD.

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VANCOUVER, B.C.

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PRINCE RUPERT, STEWART
(PORTLAND CANAL), AND ALL B.C.
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CAMOSUN	CAPILANO
COWICHAN	CHESLAKEE
CASSIAR	CHELOHSIN
VENTURE	VADSO

PHONE SEY. 94 FOR FULL INFORMATION

UNION STEAMSHIP COMPANY OF B. C., LIMITED
BOSCOWITZ STEAMSHIP COMPANY LIMITED

A Daily Mail and Passenger Service to all Northern Ports.
 Sailings as under from Company's wharf, foot of Carrall Street—

- Chealakee, leave Monday, 10 a.m., for Sechelt, Pender Harbor, Stillwater, Wolfshon Bay, Van Anda, Powell River, Lund, Deep Bay, Pendrell Sound.
- Cowichan, leave Monday, 8 p.m., for Van Anda, Powell River, Campbell River, Rock Bay, Port Harvey, Jackson Bay, Welbore Channel, Quatthiaski.
- Comox, leave Tuesday, 10 a.m., for Tunstall Bay, Gibson's, Robert's Creek, Wilson Creek, Merry Island, Nelson Island, Scotch Fir Point, St. Vincent Bay, Hotham Sound, Deserted Bay, Jarvis Inlet.
- Cassiar, Tuesday, 8 p.m., for Powell River, Lund, Anson's, Whaletown, Heriot Bay, Surge Narrows, Rock Bay, Camp O., Cameleon Harbor, Shoal Bay, Church House.
- Camosun, Tuesday, 9 p.m., for Ocean Falls, Swanson Bay, Claxton, Prince Rupert (Stewart and Granby Bay).
- Cheslakee, Wednesday, 10 a.m., for Sechelt, Stillwater, Van Anda, Powell River, Lund, Church House, Shoal Bay, Loughboro, Rock Bay, Camp O., Nodales Channel.
- Comox, Thursday, 10 a.m., for Tunstall Bay, Gibson's, Wilson Creek, Sechelt, Welcome Pass, Pender Harbor, Stillwater, Myrtle Point.
- Cowichan, Thursday, 8 p.m., for Sechelt, Van Anda, Powell River, Lund, Union Bay, Comox, Campbell River, Quatthiaski Cove.
- Venture, Thursday 9 p.m., for Campbell River, Alert Bay, Hardy Bay, Shushartic Bay, Rivers Inlet (Canneries), Namu, Bella Coola, Ocean Falls, Bella Bella.
- Cassiar, Friday, 2 p.m., for Tunstall Bay, Sechelt, Van Anda, Powell River, Lund, Heriot Bay, Surge Narrows, Granite Bay, Cannish Bay, Rock Bay, Salmon River, Port Harvey, Boughey Bay, Knight Inlet, Glendale Cove, Tribune Channel, Simoon Sound, Cartwright Bay.
- Vadsu, Friday, 9 p.m. for (every alternate week) all points north of Bella Bella.
- Comox, Saturday, 10 a.m., for Tunstall Bay, Gibson's, Robert's Creek, Wilson Creek, Sechelt, Welcome Pass, Pender Harbor, Agammemnon Inlet, all Jervis Inlet points.
- Cheslakee, Saturday, 2 p.m., for Sechelt, Buccaneer Bay, Pender Harbor, Wolfshon Bay, Van Anda, Powell River, Lund, Lewis Channel, Barber's, Cameleon Harbor, Green Point, Shoal Bay, Evans Bay, Read Island, Camp Island, Whaletown, Mary Island, Manson's.
- Cowichan, Saturday, 8 p.m., for Nanaimo, Beaver Creek, Denman Island, Union Bay (for Cumberland), Comox (for Courtenay).
- Chelohsin, Saturday, 9 p.m., for Bella Bella, Swanson Bay, Skeena River Canneries, Prince Rupert, Port Simpson, Naas River Canneries, Granby Bay (Goose Bay).

Head office (wharf): Foot of Carrall St. Phone Seymour 94.
 City Ticket Office: 330 Seymour St. Phone Seymour 4406.

Agencies: Victoria and Prince Rupert, B. C.

(Subject to change without notice.)

CANADIAN PACIFIC RAILWAY

Vancouver-Victoria Service

Leave Vancouver 2:00 p.m. daily, arrive Victoria 6:45 p.m. daily.

Leave Victoria 11:45 p.m. daily, arrive Vancouver 7:00 a.m. daily.

Vancouver-Victoria-Seattle Service

Leave Vancouver 10:00 a.m. daily except Tuesday, arrive Victoria 2:30 p.m.

Leave Victoria 5:00 p.m. daily, arrive Seattle 9:30 p.m. daily.

Leave Seattle 11:30 p.m. daily except Monday for Vancouver, arriving 8:30 a.m.

Leave Vancouver 11:45 p.m. daily, arrive Victoria 7:00 a.m. daily; leave Victoria 10:30 a.m. daily; arrive Vancouver 3:30 p.m. daily.

Leave Vancouver 11:00 p.m. daily direct for Seattle, arrives Seattle 8:00 a.m. daily.

Leave Seattle 9:00 a.m. daily, arrive Victoria 1:15 daily.

Leave Victoria 2:15 p.m. daily, arrive Vancouver 6:45 p.m.

Northern British Columbia Coast Route—Prince Rupert, Granby Bay, Skeena and the Naas

Leave Vancouver 10:00 p.m. Wednesday, calling at Swanson Bay, Warke Island, Prince Rupert, Skeena River Canneries, Port Simpson and Granby Bay.

Call will be made at the following places on the northbound trip by special arrangement: Alert Bay, Campbell River, Lowe Inlet.

Hardy Bay Logging Camp Route

Rivers Inlet Canneries and Ocean Falls

Leave Victoria 10:00 a.m. Tuesdays and Vancouver 10:00 a.m. Wednesdays for Marble Bay, Powell River, Lund, Campbell River, Quathiaski Cove, *Menzies Bay, Granite Bay, *Rock Bay, McKinnons, Camp Point, Moshers', Alert Bay, Sointula, Suquash, Fort Rupert, Hardy Bay, Wadhams, Strathcona, Good Hope, Beaver, **Rivers Inlet Hospital Brunswick, Kildalan, Rivers Inlet Cannery, Nama and Ocean Falls.

*Call will be made either north or southbound ONLY IF BUSINESS OFFERS.

**Call will be made if tide permits.

Buccaneer Bay, Pender Harbor, Camp O—Calls will be made by special arrangement with the General Offices or Captain, northbound only when sufficient business offers.

Vancouver-Nanaimo Route

Leave Nanaimo 7:00 a.m., arrive Vancouver 9:00 a.m.; leave Vancouver 10:00 a.m., arrive Nanaimo 12:00 noon; leave Nanaimo 3:00 p.m., arrive Vancouver 5:00 p.m.; leave Vancouver 6:30 p.m., arrive Nanaimo 8:30 p.m.

Service daily except Sunday in May, daily after June 1st.

Vancouver-Nanaimo-Union-Comox Route

Leave Vancouver 9:00 a.m. Tuesday and 7:00 p.m. Wednesday and Friday; returning leave Comox 7:00 a.m. Wednesday and Friday and 11:00 a.m. Saturday; arrive Vancouver 4:00 p.m. Wednesday and Friday and 8:00 p.m. Saturday.

Victoria-Nanaimo Route

Leave Victoria midnight Mondays, arrive Nanaimo 7:00 a.m. Tuesdays; leave Nanaimo 9:00 a.m. Sunday, arrive Victoria 4:00 p.m. Sunday.

Note—Call will be made at Chemainus and Ladysmith when sufficient business offers.

Upper Fraser Route

S.S. "Beaver"

Leave New Westminster 8:00 a.m. Mondays, Wednesdays and Fridays for Sapperton, Port Hammond, Port Haney, Langley, Warnock, Mt. Lehman, Wrens Landing, Riverside, Mission, Hatzic, Page's Landing, Wade's Landing, Vasey's Landing, Megar's aLnding, Devil's Run, McDonald's Landing, Deroches Landing, Sumas and Chilliwack.

Leave Chilliwack 7:00 a.m. Tuesdays, Thursdays and Saturdays, making same calls as above.

West Coast Vancouver Island Route

Leave Victoria 11:00 p.m. on the 1st and 15th of each month for Clayoquot and way ports, calling each way at Port Renfrew, Carmanah, Cloose, Bamfield, Port Alberni, Sechart, Uclulet, Tofino, Christie School and Clayoquot.

Leave Victoria 11:00 p.m. on the 7th and 20th of each month for Holberg and way ports, making the same calls each way as on the trips of the 1st and 15th; also calling each way at Ahousat, Hesquiat, Friendly Cove, Whaling Station, Kyuquot, Winter Harbor and Quatsimo.

By special arrangement with the Captain or Purser or General Offices, when sufficient business offers S.S. will call at Dodger's Cove, Uchucklesit, Hayes Landing, Clayoquot Cannery, Ahousat, Sidney Inlet, Port Hughes and Nuchalitz.

Alaska Route, May 31

S.S. "Princess May" and "Princess Royal"

Leave Victoria 11:00 p.m. Fridays

Leave Vancouver 11:00 p.m. Saturdays for Skagway, calling at Alert Bay, Swanson Bay, Prince Rupert, Port Simpson, Ketchikan and Juneau.

C. P. R. Royal Steamship Line

Empresses Japan, India and S.S. Monteagle

Sail from Vancouver after arrival of transcontinental train on May 22nd, June 12th, July 2nd, July 24th, August 14th, September 3rd, September 25th, October 10th, November 5th.

Steamers call at Yokohama, Kobe, Nagasaki and Shanghai.

Canadian-Australian Royal Mail Steamship Line to Australia

R. M. S. "Marama" sails May 15th, August 7th, October 30. "Makura" June 12th, September 4th, November 27th. "Zealandia" July 10th, October 2nd, calling at Honolulu, Suva, Fiji, Brisbane and Sydney.

Gulf Islands Route

Leave Victoria 7:00 a.m. Monday, Wednesday, Thursday and Saturday for Gulf Islands Ports.

Leave Vancouver 7:00 a.m. Tuesday; leave Nanaimo 7:00 a.m. Friday.

Tacoma-Victoria

Leave Tacoma 8:00 p.m. daily except Saturday for Victoria via Seattle.

Leave Victoria 8:30 daily except Sunday for Tacoma via Seattle.

Northern Steamship Company of British Columbia
Office corner Cordova and Water Streets; phone Seymour 6338.

S.S. "Cettriana" sails on the 2nd and 4th Tuesdays of each month from Evans-Coleman wharf at 10:00 p.m. for Alert Bay, Hardy Bay, Rivers Inlet, Namu, Bella Bella, Ocean Falls, Swanson Bay, Port Essington, Skeena River, Port Simpson, Naas River, Prince Rupert, Stewart, Portland Canal.
S.S. "British Empire"—freight only—sail for same points on the 1st and 3rd Tuesdays of each month.

TRANSFER COMPANIES

Vancouver Transfer Co.—(See above address).
Mainland Transfer Co.—Abbott and Pender streets, phones Seymour 2820 and 2821.
Royal Transfer Co.,—624 Georgia street, phone Seymour 547.
Pony Express Co.—Corner Cordova and Richards streets, phone Seymour 4512.

ALL RED LINE LIMITED

Office, Johnson Wharf Co., foot of Columbia street. Phone 4230. Steamer Selma sails from the above wharf at 9:30 a.m. on Monday, Wednesday and Friday of each week, calling at Sechart, Northwest Bay, Nelson Island, Stillwater, Myrtle Point, Van Anda, Powell River and way points, returning Tuesday, Thursday and Saturday. Steamer Tartar leaves Vancouver daily at 9:00 a.m. (Sundays included) for Gambier Island (south). Grantham's Landing, Gibson's Landing, Gower Point, Roberts' Creek, Elphinstone, Wilson's Creek, Sechart, returning same day at 6:30 p.m.

NORTH ARM S.S. CO.

Wharf, Ferry Wharf foot of Columbia. Phone Seymour 3127. For Indian River and way points, SS. Skeena leaves Vancouver at 9:15 a.m. daily except Sundays. Sunday, 10:30 a.m. For Lake Buntzen and way points, SS. Defiance and Skeena leave 10:00 a.m. and 5:30 p.m.

CANADIAN-MEXICAN STEAMSHIP COMPANY

Office, 330 Seymour street. Phone Seymour 3716. Yearly schedule: Boats leave Vancouver about the 10th of each month, leaving Victoria the 15th. Passengers taken on at Victoria only. One sailing per month.

PHONE SEYMOUR 4260

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716, Hastings Street and cor.
Cambie & Hastings Street, City

Phone:
Seymour 3764 and 3795

GRANT TRUNK PACIFIC RAILWAY COMPANY
Office, 52, Granville street; phone Seymour 1700. Wharf,
G. T. P. wharf, foot of Main street.

SUMMER SCHEDULE 1912

NORTHBOUND—		Steamships	
Lv Seattle, Wash.	12:00 midnight ..	Pr. George. Pr. Rupert	Wed.
Ar Victoria, B. C.	6:00 a.m.		Thur.
Lv Victoria	10:00 a.m.		Thur.
Ar Vancouver, B. C. ..	3:00 p.m.		Thur.
Lv Vancouver, B. C. ..	12:00 Midnight ..		Wed.
		S.S. Prince John.	
Ar Prince Rupert, B.C.	10:00 a.m.		Thur.
Lv Prince Rupert, B.C.	11:00 a.m.		
Lv Port Simpson	3:00 p.m.		
Lv Port Nelson, (Kin-			
colith)	7:00 p.m.		
Ar Granby Bay (Goose			
Bay)	10:00 p.m.		
Lv Granby Bay (Goose			
Bay)	11:00 p.m.		
Ar Stewart, B.C.	8:00 a.m.		
SOUTHBOUND—			
Lv Stewart	10:00 a.m.		
Ar Prince Rupert	9:00 p.m.		
Lv Prince Rupert	9:00 a.m.		Mon.
Ar. Vancouver	7:00 p.m.		Tues.
Lv Vancouver	12:00 Midnight ..		Tues.
Ar Victoria	7:00 a.m.		Wed.
Lv Victoria	10:00 a.m.		Wed.
Ar Seattle	3:00 p.m.		Wed.

VANCOUVER ISLAND, PR. RUPERT AND WAY PORTS

S.S. "Prince Albert" (Passengers and Freight)

Tri-Monthly Service, calling at following Ports:

VICTORIA	PT. ES NGTON
VANCOUVER	CLAXTON
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NAMU	BELLA BELLA
OCEAN FALLS	OCEAN FALLS
BELLA BELLA	NAMU
SWANSON BAY	RIVERS INLET
LOWE INLET	HARDY BAY
CLAXTON	UNION
PRINCE RUPERT	VICTORIA
SKEENA RIVER	NORTHBOUND
CANNERIES and	SOUTHBOUND

For Sailing Dates apply to Company's Office.

S. S. "HENRIETTE" (Freight Only)

For Port of Call and Sailing Dates apply Company's Office.

MASSET AND NADEN HARBOR

Weekly Sailings S. S. "Prince John"

Lv Prince Rupert	8:00 p.m.	Saturday
Ar Prince Rupert	7:30 p.m.	Sunday

Q. C. CITY, SKIDEGATE, ROSE HARBOR, ETC.

Weekly Sailings S. S. "Prince John"

Lv Prince Rupert	10:00 p.m.	Sunday
Ar Prince Rupert	9:00 a.m.	Wed'day

NEAR NEIGHBORS

BURNABY

The municipality of Burnaby joins Vancouver on the east and extends from Burrard Inlet to the North Arm of the Fraser. Its area is 38 square miles. The tax rate is 10 mills on the dollar on improved property and 18 mills on wild land. It was the first community on the coast to adopt single tax, to the extent of exempting all buildings and other real estate improvements from taxation. This has been done ever since its incorporation seventeen years ago.

Burnaby has 2½ miles waterfront on the North Arm of the Fraser, which is being deepened to accommodate deep-sea shipping. There are fourteen miles of electric railway within its boundaries. The C. P. R. and G. N. R. lines cross it. Telephone and electric light and power services are available in every part of it.

COQUITLAM.

The municipality of Coquitlam extends east from the boundary of Burnaby, and is bounded on the north by the Coast Range of mountains, and on the east by the Pitt river, and on the south by the Fraser river and the city of New Westminster, including about sixty square miles.

It was incorporated in 1891, since which time it has grown gradually, a considerable portion of its territory now being utilized in dairy farming.

The provincial government is clearing a tract of one thousand acres for a farm in connection with the Provincial Asylum for the Insane, which is being built at that point.

Recently attention has been called to Coquitlam through the purchase by the Canadian Pacific Railway Company of extensive areas in the municipality which will be used by the company for terminals. Official announcement has been made that it will lay down 180 miles of side tracks, build large repair shops, engine houses, car factories, etc.

DELTA MUNICIPALITY.

Within the confines of this district, situated at the mouth of the Fraser river, in the finest agricultural section of Canada, is a garden spot, wherein is carried on the best of the farming, dairying, fruit culture, market gardening and horse breeding of any like section in Canada. From the hands of the tillers go forth into the hands of the consumers all over the continent the best quality of products of the soil, and those who are aware of this fact—those who are building, the tillers and the workers—are reaping their reward in the gold ever sought by man, and in the fact that they are doing a great work for the upbuilding of Canada, whose century is now.

For those who do not know, a few statistics right at the start will be invaluable for the lesson they teach. The crop

yield in the Delta is the largest per acre in Canada. The annual yield of the district in wheat, barley and oats is 15,000 tons. Two hundred carloads of cattle, hogs and sheep find their way annually from the Delta district into the markets of Canada. The huge total of 450,000 gallons of milk form a portion of the yearly yield in all industries in the Delta. Each year the district supplies the market with 60,000 dozen eggs. The average hay crop produced in the Delta amounts to three tons per acre. The average yield of oats in the district runs from 130 to 200 bushels per acre; one man, the Hon. T. W. Paterson, having already succeeded in raising the full 200 bushels per acre. In the memory of the oldest settlers there never has been a crop failure in the district. The total acreage of the Delta municipality is 45,000. The Agricultural Society own and maintain an exhibition ground, consisting of 24 acres, at which annual fairs are held and which contain a first-class race track.

NEW WESTMINSTER.

The "Royal City," as it is frequently called, is twelve miles from Vancouver, and is the capital of the agricultural district of the lower mainland and the market centre of the famous Fraser Valley. It possesses many characteristics worthy of attention by the home-seeker, investor, manufacturer and tourist.

New Westminster has many claims to consideration. Here is to be found one of the most up-to-date sewerage systems in Canada; the electric lighting and water supply schemes are on a scale which causes civic engineers and experts from all parts of the continent to visit and inspect the vast amount of work completed during the last two years, with a view to copying the systems employed. It is essentially an industrial city, having over seventy enterprises of general interest, amongst them being machine shops, iron works, railway car building works, nail, sash and door factories, lumber mills (including the largest mill in the world), wood and iron pipe plants, distilling, brewing, cold storage, paper mill, shipyards, tannery, etc.

As a railway centre it is the hub of a radial system which has opened up the agricultural, dairying and fruit-growing lands of the Fraser Valley for a hundred miles in length by some thirty miles in width.

NORTH VANCOUVER.

Directly opposite to Vancouver on the North Shore of Burrard Inlet are North Vancouver city and municipality. The former received its charter as a city in 1907. Its boundaries enclose an area of 4,000 acres. Improvements are not taxed. Forty miles of streets and 23 miles of sidewalks have been built. A waterworks system providing an unlimited supply of pure cold glacier water has been installed by the city, and efficient fire and police departments have been organized.

The streets are wide, many being 80 feet and others 150 feet in width. Over 100 acres have been set apart for park purposes.

The city and the district municipality together have almost 20 miles of waterfront on Burrard Inlet available for ship-

ping and industrial purposes, along the greater part of which there is sufficient depth of water to accommodate deep-sea ships. There are also extensive tide-flats that can be utilized for railway terminals, warehouses, etc.

The city has good street car, electric light and power, and telephone services, and a twenty-minute ferry service is maintained with the city of Vancouver. Communication between the two cities will be greatly improved by the railway and general bridge that will shortly be erected across the Second Narrows.

POINT GREY

A municipality that touches the City of Vancouver on the west and south, extending in the latter direction to the North Arm of the Fraser. It has an area of 12,000 acres. This progressive community includes several extremely desirable residential sections, one of which, Shaughnessy Heights, is being rapidly built up with very handsome residences, and which together with roads, sewers and other improvements carried out on the property, have involved an expenditure of considerably over \$2,500,000 in the past three years.

There were thirty miles of streets graded in the municipality during 1911, some \$380,000 being devoted to road work, exclusive of the expenditure of \$130,000 for a similar purpose by the Provincial Government, which owns a large tract in the municipality. Besides these expenditures, appropriations of \$500,000 for water mains, \$250,000 for sewers and \$100,000 for parks have been voted. The B. C. Electric Railway is extending its lines throughout the municipality, and electric light and telephone service are available to all sections of it. The municipality, which is in the form of a peninsula, is skirted by a magnificent roadway—the Marine Drive.

PORT MANN.

"The genii of destiny undoubtedly inspired the minds of those great empire-builders, Mackenzie and Mann, when they turned their eyes towards the Fraser river.

"The site selected is on the south side of the Fraser river, some three miles east of the city proper, and situated in the midst of the richest agricultural district in the west. Already a wharf 1,000 feet long and 75 feet wide (and with a depth of 35 feet of water at low tide) has been erected. Construction has been carried forward for 70 miles east, some material has been laid, and the balance necessary to open up an entire 100 miles or more this year is rapidly arriving. Repair works and miles of yards will be established—in short, all the terminals required for a great transcontinental line. Already two large steel corporations have located themselves in the district."—C. H. Stuart Wade, Publicity Commissioner, New Westminster, B. C.

RICHMOND.

The 30,000 acres of farm lands in Richmond municipality are unrivalled for their producing qualities.

The municipality comprises the two well known islands, Lulu and Sea, and is entirely surrounded by water. To the

north the North Arm of the Fraser, to the south the main river, form the boundaries, and give it an added advantage in waterfront.

It has been farmed in sections for nearly forty years, yet it is practically in a virgin state waiting for the intensive farmer.

Poultry raising is fast coming to the front in Richmond, its ranchers raising with the greatest success practically every variety of fowl.

The low-lying delta of prairie needs lots of draining, and to facilitate matters a dredge that will be the property of the municipality will be bought if the electors see fit, and a new municipal hall will be built.

Richmond is financially one of the best municipalities on the coast, and its roads are rapidly being put into first-class shape. For the intensive farmer it is an ideal spot. The land will grow everything.

With the growth of the Greater Vancouver idea, the possibilities of the development of deep water frontage in the municipality are taking definite shape. A dockage and harbor development scheme for the west corner of Lulu Island, between the North and South Arms of the Fraser river has already been advocated by the Vancouver Harbor and Dock Extension Company. Among other features, it is pointed out that the construction of such a system of docks would provide a suitable port for vessels of the Royal Mail Steam Packet line, a \$300,000,000 British company. It is also proposed that the adjoining flats, 20,000 in extent, should be kept for trackage and cheap industrial leaseholds, and lumbering interests are expected to erect within the municipality the largest sawmilling plant in the world.

SOUTH VANCOUVER.

A municipality lying between the southern boundary of Vancouver and the North Arm of the Fraser river, which will become a part of the city. It contains 14.5 square miles and has four and one-half miles of water frontage on the North Arm of the Fraser. This stream is now being dredged to a depth sufficient to accommodate ocean-going ships. The B. C. Electric Railway line from Eburne to New Westminster runs along its north bank, thus giving to the locality, in addition to the shipping facilities afforded by the river, direct rail connection with all the transcontinental roads running into Vancouver.

There are 2,500 pupils enrolled in its schools, and its assessment in 1911 was \$37,742,386.

Although in a sense a rural community, it has 120 miles of graded streets, 38 miles macadamized, 110 miles of water mains, and 105 miles of plank walks.

In it are 9½ miles of electric lines in operation and two miles of extension are under construction. It has electric light and telephone service throughout its area. As is the case in Vancouver city, improvements are not taxed.

PROGRESS CLUB

Successor to The Vancouver Tourist Association and The Vancouver Ad Club

So many enquiries about the work of the Progress Club are being received at its office that the board of directors has authorized the publication of the following brief statement of the club's aims, methods and general programme of work.

The club was formed by the amalgamation of the Tourist Association and the Ad Club. Members of those organizations recognized that as both were working for the same end, it would be best for them to become one body. This was done, and the resulting organization is the Progress Club.

The ideal of the club is suggested by its name. It stands for, and seeks to promote, progress toward the best possible conditions of life in the communities affected by its work. It does not concern itself with material enrichment alone, nor does it regard that as an end, but rather as a means, by which a decent margin of comfort made be made available to every citizen. It wants to see British Columbia become the most prosperous province in the Empire—one in which the opportunities for making a livelihood and for human betterment are as good as the natural wealth and advantages of the province make possible.

The club is not, and does not want to be, considered an organization of "boosters." It does not intend to do any "boosting," unless wide publication of the facts relating to the city and the province can be so described. Its purpose is to BUILD—to improve conditions—to make the assets of the province more readily available, and to enable the people to obtain the greatest possible return from the marketing of them.

It believes that the natural resources of the province can be profitably manufactured in the province, and by the citizens of the province, but that the settlement of our agricultural lands is an essential pre-requisite to any adequate measure of industrial development or of commercial expansion. Holding this view, its plain duty is to employ every means to encourage local manufacture and to expedite the cultivation of the fertile areas of the province that are now unoccupied. The chief efforts of the club will be directed to those ends.

While this Progress Club, very properly, will concern itself chiefly with matters affecting Greater Vancouver and its immediate surroundings, it recognizes this city's relation with all parts of the province, and knows that Vancouver's greatest prosperity requires the rapid development of every section of British Columbia. The club will therefore support any movement likely to benefit the province as a whole, and also will co-operate with all bodies of a similar kind in their efforts to promote the interests of their respective localities.

Membership is open to all persons who approve of the purposes of the club and are willing to assist in carrying them out.

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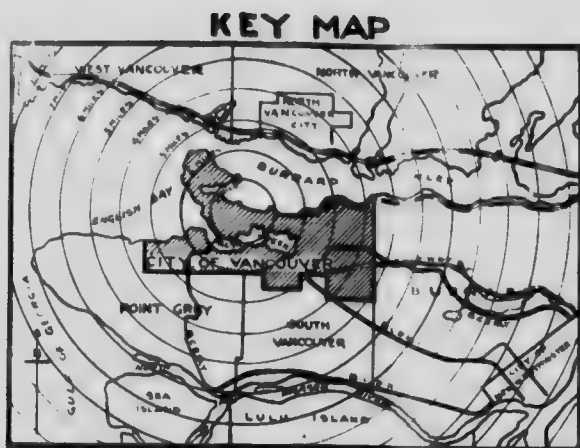
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FAIRVIEW

MUNICIPALITY OF POINT GREY.

PLAN OF
CITY OF VANCOUVER

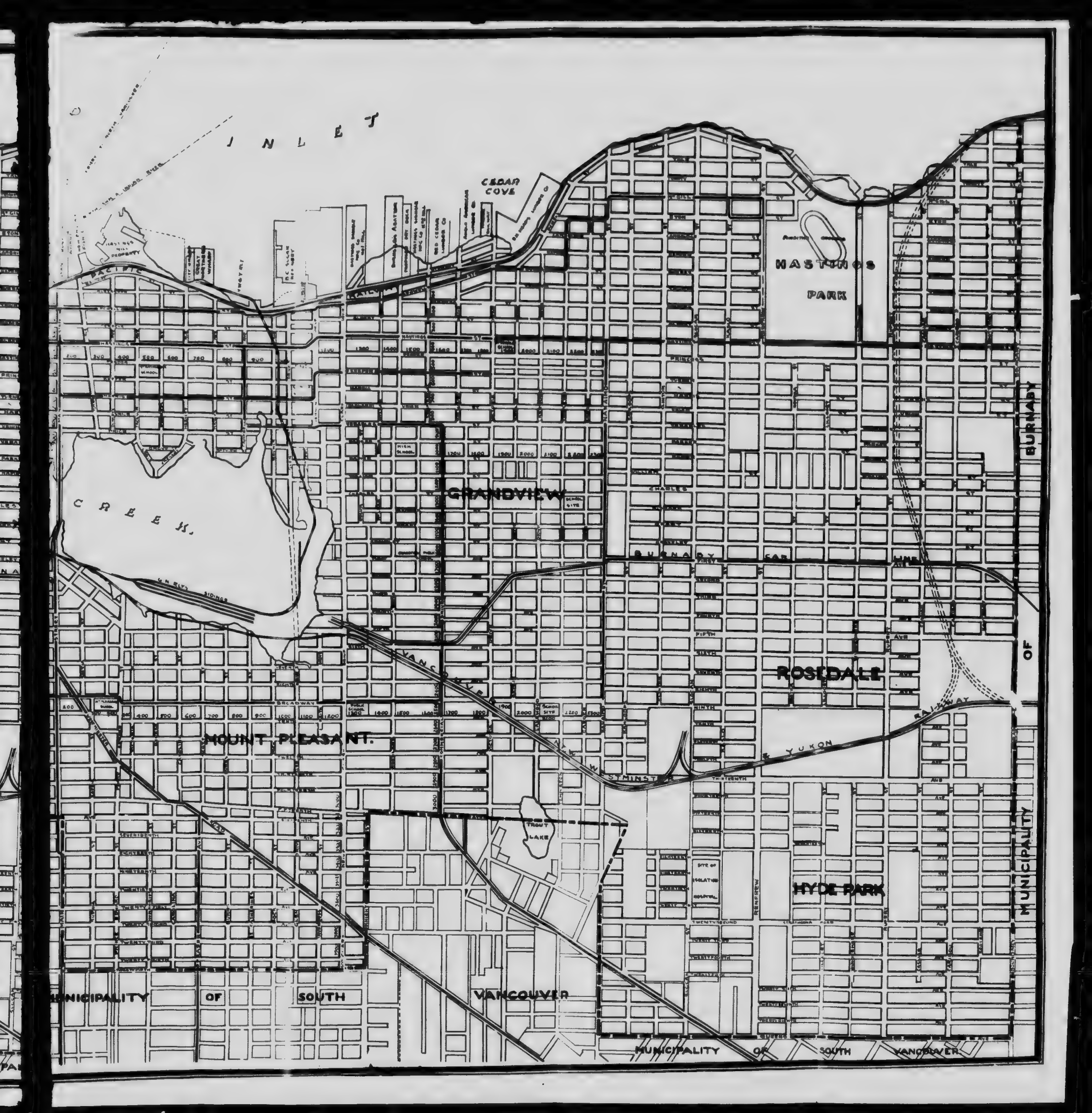
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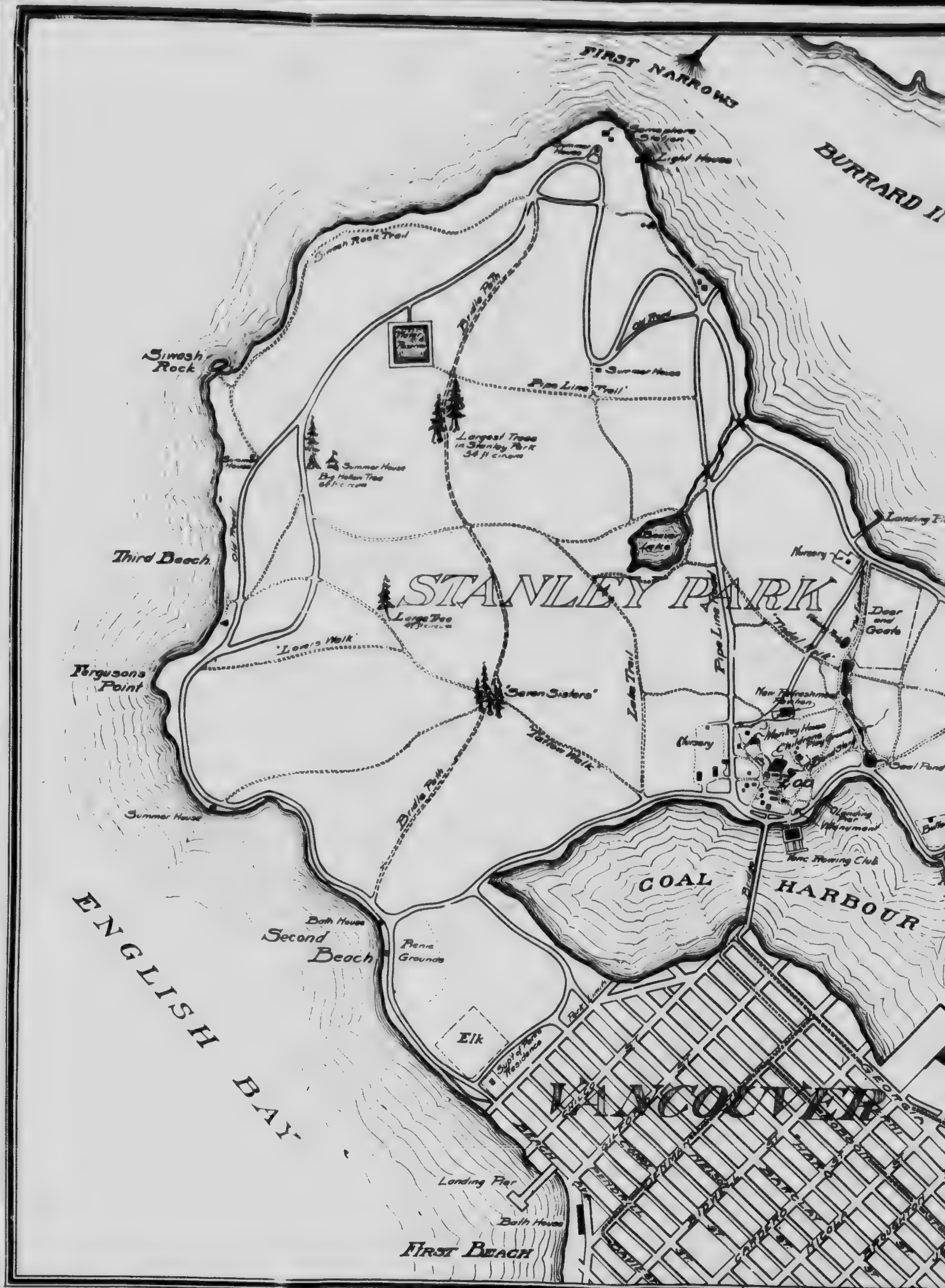
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1911

SCALE BY FEET

LEGEND:
Buildings shown thus: ■
Roads: ————
Trails:
Horse Trails: ————
Street Railways: ————

Landing Pier

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th

Seal Pond

Brockton Point
Light House

Recreation
Grounds

Summer
House

Time Gun

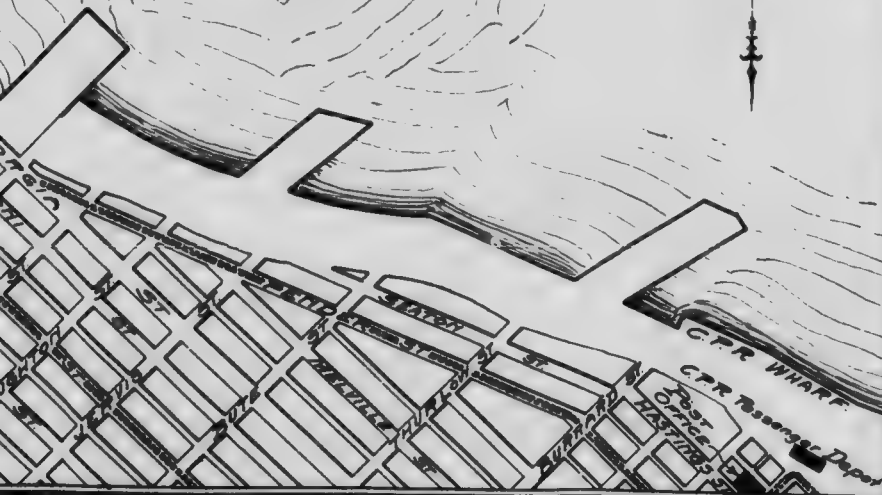
Landing Pier

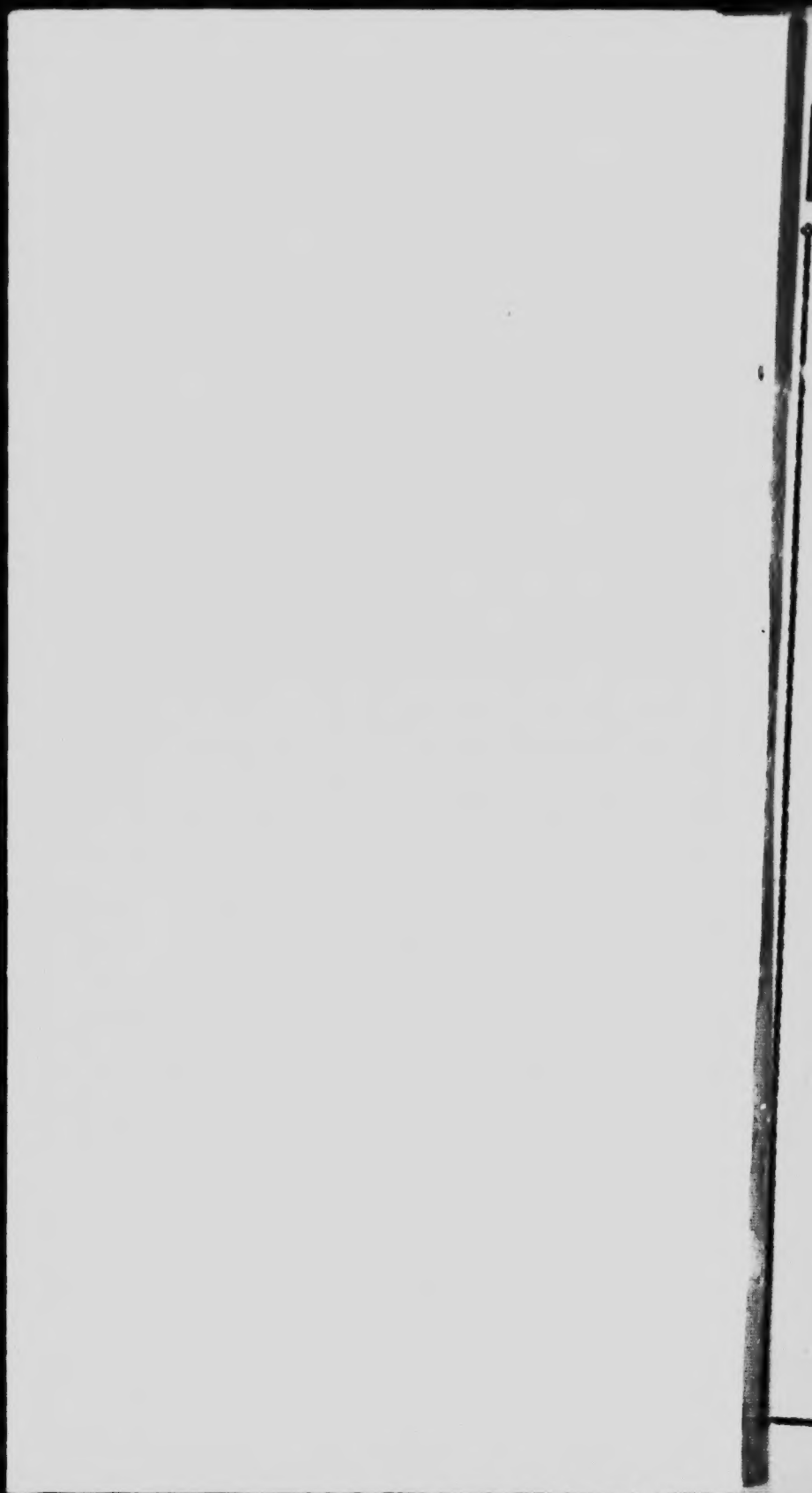
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Royal Vancouver
Yacht Club

Dead
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